

Automotive Daily News

PASSENGER TRUCK TIRES TRACTOR ACCESSORIES

Vol. 2, No. 182.

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Automotive Daily News Publishing Corporation

NEW YORK, FRIDAY, MAY 14, 1926

Entered as second-class matter Aug. 27, 1925. Post 10 Cents. \$12 Per Year
Office, N. Y., N. Y., Under Act of March 3, 1879.

Chevrolet Plans \$10,000,000 Expansion

IMPORT TONNAGE OF CRUDE RUBBER LARGER IN APRIL

Total of 32,768 Tons
Leads Year Ago
By 5,537 Tons

NEW YORK, May 13.—Importations of crude rubber into the United States during April, from all sources, amounted to 32,768 long tons as compared with 27,231 long tons for April last year.

A proportional gain for this year is also seen in the importations for the four months ended April 30 which totaled 148,119 long tons as against 114,561 long tons for the same period a year ago. These figures were compiled by the Rubber Association of America, Inc.

Total importations from all plantations were 30,766 tons in the past month with the heaviest shipments, 30,766 tons, coming from Singapore. Other ports ranking next in shipments were: Colombo, 3,137 tons; Penang, 2,960 tons; Point Swettenham, 2,551 tons, and Belawan-Deli, 2,441 tons.

Imports from Paras and African sources showed a decline during the past month, while increased tonnages were recorded from other ports.

Three Atlantic ports receive almost the entire imports of 30,766 tons or 29,733 tons, as contrasted with only 1,033 tons for the Pacific Coast. Arrivals in the East were distributed as follows: New York, 28,239 tons; Boston, 787 tons, and Baltimore, 707 tons. Arrivals on the Pacific Coast were: Los Angeles, 992 tons; Portland, 20 tons, and Vancouver, 21 tons.

The following tables give the comparative figures for April and the first four months of the year, as against the same periods for 1925:—

	April 1925	April 1926
Plantations	25,402	30,766
Paras	1,167	854
Africans	332	164
Central	78	292
Guayule	244	494
Manicoba and Matto Grosso	7	8
Total	27,231	32,768

Total importations four months ended April 30:—

	1925	1926
Plantations	106,690	139,147
Paras	5,265	4,684
Africans	1,064	1,516
Central	661	1,413
Guayule	865	1,333
Manicoba and Matto Grosso	16	26
Total	114,561	148,119

CANADA'S AUTO TARIFF TO REMAIN UNCHANGED

Toronto, May 13 (U. T. P. S.).—It was officially announced today by J. A. Robb, Minister of Finance for Canada, that there would be no changes in the automobile tariff as previously published. He stated the proposed new duties of 2 1/2 per cent. under the general tariff on automobiles valued at over \$1,200 and of 20 per cent. on automobiles valued under \$1,200 would remain in force.

ROLLS-ROYCE OUTPUT IN ENGLAND SELLS FAST

Springfield, Mass., May 13.—Henry J. Fuller, president of Rolls-Royce of America, Inc., who returned from England ten days ago, reports that 80 per cent. of the output of the plant at Derby, England, is disposed of in England and the remainder on the continent. The company produces thirty cars per week.

Sales of Rolls-Royce have increased 43 per cent. in this country for the first three months this year over the sales of the corresponding period of 1925, he said.

WILLYS CHEERED BY '26 OUTLOOK

Sees Best Year in Company's History Ahead

Toledo, May 13.—General conditions warrant great confidence in the automobile industry in general, President John N. Willys of Willys-Overland, Inc., declared at the annual meeting of that company.

Mr. Willys pointed to the excellent record made by the company in the first quarter and declared that there is every reason to believe the second quarter will result in record-breaking net earnings and exceed the previous high mark of \$7,284,115 for the second quarter of 1925. "Willys-Knight sales and production are making new records every day," said Mr. Willys. "Production has now reached the record-breaking figure of 550 Willys-Knight cars daily, which is about

(Continued on Page 8)

Motive Industry Pays High Wages

Washington, May 13.—According to a report by the Bureau of Labor Statistics of the Department of Labor, the automotive industry leads all other industries in wages paid common laborers. The average wage scale per hour in the automotive industry for this class of help is 47 cents.

The report shows the petroleum industry is only slightly lower with an average of 46.8 cents. The lowest average rate 32.4 cents, is in the sawmill industry.

In the maximum number of hours for common laborers, the automotive and lumber industry are tied with 62.5 each. The minimum per hour wages in the automotive industry of 33.3 cents is exceeded only by the slaughtering and meat packing industry which holds a minimum of 37.5 per hour.

PLAN UNIFIED AUTO CONTROL

Midwest Would Concentrate Motor Vehicle Authority

Chicago, May 13.—Automobile drivers in Illinois and other Middle West states will be regulated by a single state department, rather than four or five directing bodies, if secretaries of states have their way. Six state department heads, who met in Chicago this week for their regular mid-western conference, recommended the concentrating of motor vehicle authority and the establishment of a state safety organization by the various legislatures.

It was pointed out that in many Middle Western states the enforcement of automobile laws is divided among state departments, railroad commissions, highway departments, state treasurers and other administrators, with the result that responsibility overlaps and that it is impossible to enforce the laws properly. By giving a single state officer or department this authority, the officials believe that traffic can be regulated 100 per cent. better and that justice can be done the big motorist population.

The meeting was attended by W. W. Miller, manager of the automobile department of Illinois; Fred Zimmerman, secretary of state of Wisconsin; Mike Holm, secretary of state of Minnesota; W. M. Colladay, superintendent of the motor vehicle department of Iowa; Fred B. Ingstead, registrar of motor vehicles of North Dakota; M. W. Rhoads, manager of the automobile license department of Indiana, and Sidney J. Williams, of the National Safety council.

Another of the midwest officials will be held in St. Paul in November, when final plans will be drawn for uniform legislation putting the single control idea and safety organizations into effect in each state.

Title Legislation Urged on States

Washington, May 13.—In an address before the United States Chamber of Commerce certification of automobile title legislation was urged upon all states by H. A. Smith, president of the National Fire Insurance Company of Hartford.

"Today we find twenty-four states," said Mr. Smith, "which have certification of automobile title legislation. It is important that all states have similar legislation in order to prevent automobile thieves from running stolen cars from states which have this legislation into states which do not have it."

Commercial car registrations throughout the entire country will be found on Page 4 of this issue.

Production to Reach 1,000,000 Cars Annually; Closed Models to Lead

Special from A. D. N. Detroit Bureau

DETROIT, May 13.—The largest expansion program in history of the Chevrolet Motor Company, involving production facilities to a peak capacity of 1,000,000 cars per year, will be inaugurated June 1, according to an announcement just made by W. S. Knudsen, president and general manager. The total expenditure will reach \$10,000,000.

Chevrolet Chief



W. S. KNUDSEN

Deliveries Start On New Peerless

Cleveland, May 13.—Deliveries of the Six-80 model Peerless roadsters have started, according to announcement here by the Peerless Motor Car Corporation.

Officials of the company in making the announcement stressed not only the beauty of design but also the power, flexibility and durability of the new model.

Test runs have shown averages of more than 20 miles to the gallon, in one case a mileage of 21 1/2 being obtained through heavy Sunday traffic near San Francisco.

N. Y. SPEED TRAP BILL VETOED BY GOV. SMITH

Albany, N. Y., May 13.—The Empire State Automobile Merchants, associated and organized automobile clubs of the state, scored a signal victory this week when Gov. Smith vetoed the Hall bill which, it was feared, would have led to a return of the "speed trap" evil in New York state.

The proposal was introduced and passed with the backing of rural lawmakers late in the session of the Legislature. It provided that towns, outside of incorporated villages, would be entitled to receive a sum not to exceed \$1 for each inhabitant from fines collected from motorists for violation of the highway laws and local ordinances.

Building plans have been completed and machinery ordered. By January 1, 1927, the company will be fully equipped to build 1,000,000 Chevrolets that year. Employees of the company, numbering 20,000 during full-time operation, will be increased proportionately, Mr. Knudsen declared.

Closed body production will be 75 per cent. of the total output.

Sixty per cent. of the \$10,000,000 will be spent in machinery and equipment of the most modern type; the remainder will be expended in building additions to the company's existing plants in the United States. The program calls for extensive additions to the plants at Detroit, Flint, Bay City, Toledo, Cincinnati, Janesville and St. Louis.

These plant additions will provide greatly increased facilities at the forge, gear and axle plants at Detroit, the motor plant at Flint, the small parts plant at Bay City and the transmission plant at Toledo.

Expansion of the Fisher Body plants adjoining the Chevrolet plants at Cincinnati, Janesville and St. Louis will meet the increased demand for closed bodies. Facilities for building the Chevrolet car will be equal to those for producing the finest high-grade automobile made in this country, regardless of price, said Mr. Knudsen.

"Our expansion is being made in line with the Chevrolet Motor Company's closely followed policy in the past of utilizing the most modern equipment available, enabling us to constantly increase the quality of our product," he declared.

"Inherent quality is the most essential feature of any automobile, and must of necessity be greater in a lighter car than in the heavier types, where the factor of safety need not be figured so closely.

"This unprecedented expansion of the Chevrolet Motor Company has no other explanation than that of the constantly increasing demand on the part of the public for the improved car. It is recognition on our part of this steadily growing favor of the Chevrolet car with the motor buying public that has caused us to prepare for the future and be ready to produce 1,000,000 cars during the coming year."

JORDAN VISITS SEATTLE

Seattle, May 13.—Edward S. Jordan, president of the Jordan Motor Car Company of Cleveland, arrived here recently on a tour of the country, during which he is visiting all of the dealers and distributors in the larger cities.

UPWARD TREND SEEN IN TRADE

E. S. Jordan Comments On Results of Questionnaire

Cleveland, May 13.—A questionnaire recently sent to 150,000 business men by a large eastern manufacturer discloses some very interesting facts, according to Edward S. Jordan, president of the Jordan Motor Car Company.



Eighty-three per cent. of the business men, answering the questionnaire from forty-five states, anticipate an increasing volume of business throughout 1926, compared to their own business in 1925.

Eighty-three per cent. stated that their purchases would equal or exceed last year's.

Ninety per cent. will increase their advertising expenditures to move the increased volume of goods.

Sixty per cent. stated that the decrease in Federal taxes would aid their business.

"These statements," says Mr. Jordan, "are quite contrary to the general tone of business forecasts that are frequently heard at the first of the year—and which anticipated a falling off of business during the last six months."

"The fact that the business men who answer the questionnaire are engaged in all lines of business and come from all the states of the Union gives their replies a great deal of weight as a representative cross section of business opinion."

"Motor car sales are running at a very satisfactory rate, and all manufacturers who did not over-produce during the winter months are doing a profitable business today with prospects of continued prosperity during the balance of the year."

"Retail sales among automobile dealers have shown a steady rise each week, and, with stocks in most dealers' hands not more than enough for thirty days, it looks as though production would necessarily have to continue at the present satisfactory rate."

SAFETY COURSE IN BUFFALO CONCLUDED

Buffalo, May 13.—The last of a series of six meetings comprising a safety course for truck and taxi drivers, conducted by the Chamber of Commerce, was held last Thursday.

In spite of efforts of the Safety Bureau of the Buffalo Chamber of Commerce to reduce the fatalities list of automobile accidents here, the report just issued by the Buffalo Police Department shows that forty persons were killed in the streets of the city during the first four months of the year by automobiles.

APRIL HIGH MONTH FOR DETROIT PACKARD BRANCH

Special from A. D. N. Detroit Bureau
Detroit, May 13.—W. S. Pickell, general manager of the Detroit branch of the Packard Motor Car Company, reports that April was the best month in the history of the branch's operation. Its business was ahead of any month last year, while last year, in turn, was 100 per cent. ahead of any previous year.

Packard is erecting a new service building at Woodward and East Philadelphia, and has added 10,000 square feet of floor space to the Jefferson Avenue branch.

VICE-PRESIDENT OF SIMONIZ
Chicago, Ill., May 13.—The Simoniz Company announces the appointment of Barry Cool as vice-president in charge of sales.

IDAHO SPENDS \$3,470,012 ON STATE HIGHWAYS

Boise, Ida., May 13.—The state of Idaho has spent \$3,470,012.51 on the state highway system in the last fifteen months, according to the quarterly report of the state budget bureau. Money for this use is derived from (a) gasoline tax collections, (b) motor license fees, (c) stage and truck taxes, and (d) Federal aid. The state has had no state highway levy since 1922, and new construction has been financed by the cities and the counties, with Federal aid.

Boost Output of Oakland Roadster

Pontiac, Mich., May 13.—So successful has been the sale of the new Oakland Six sport roadster which was introduced early in January, say officials of the company, that 15 per cent. of the total Oakland production for the first four and one-half months this year has been devoted to this one body style.

During 1925 the Oakland roadster and sport roadster sales combined averaged approximately 5 per cent. of total sales. The proportion of new sport roadster production and sales so far this year has been 200 per cent. greater than both these previous cars averaged last year. From January through May 15 the production of sport roadsters totaled 3,633, and as the factory is still behind in orders these figures are synonymous with sales.

FORD AIRLINE MAY BE EXTENDED SOON

Cohoes, N. Y., May 13.—Indications are evident that the new airline being sponsored by the Ford Motor Company from Detroit to Boston will soon be established. Parker Corning, representative in Congress from this district, is at present making a strenuous effort to interest Washington officials in establishing an airport in this district.

It was stated today that the Ford company has applied for permission from Washington authorities to extend its airway system across Lake Erie to Buffalo from Detroit. This is believed to be the first step in the plans which will eventually bring this vicinity in the line of the proposed route from Detroit to Boston, with the city of Albany already mentioned as a landing terminal.

PRAISE ROCHESTER A. D. A. FOR TRAFFIC RELIEF

Rochester, N. Y., May 13.—The Rochester Automobile Dealers' Association, of which James J. Williams, Hupmobile distributor, is president, has been receiving much commendation for the thought and effort of the members in bringing about the present relief in traffic congestion.

Due to the efforts of the association traffic congestion has been relieved greatly by the institution of a signal system for taxicabs which gives the cabs a good parking place, a sufficient pick-up area without the necessity of cruising about for business.

CAMPBELL-EWALD CO.

Detroit, May 13.—A 10 per cent. increase in the personnel of the Campbell-Ewald Company brings the total to 311, of whom 244 are in the main offices in Detroit. Within the next six months the organization here will occupy the entire west half of the thirteenth floor of the General Motors Building.

CLEARY IN MIAMI

Miami, May 13.—John A. Cleary, formerly director of advertising and sales promotion for the Cadillac Motor Car Company, Detroit, and the Peerless Motor Car Company, Cleveland, has been appointed Florida branch manager of the Dorland Advertising Agency, with headquarters in Miami.

New Plane Mail Service Started

Special from A. D. N. Detroit Bureau
Detroit, May 13.—Airplane service for mail and express, connecting Chicago with Dallas and Fort Worth, Tex., began yesterday. Ships will leave Chicago and the Texas cities at the same time.

To Detroit this will mean that mail deposited in the main post office before 2.25 p. m. will reach Dallas at 5.45 p. m. the next day, with a similar saving in the time from Texas points to Detroit.

The service is operated by the National Air Transport, Inc., which will utilize ten Curtiss airplanes, with a capacity of 1,000 pounds and a cruising radius of 110 miles per hour. The organization was incorporated in Detroit May 21, 1925, with a capital of \$10,000,000. Officers are: Howard E. Coffin, president; Eugene W. Lewis, vice-president; Carl E. Fritzsche, secretary. William E. Metzger, Walter O. Briggs, Harold H. Emmons, George H. Molley and C. F. Kettering are directors.

DATES SET FOR FAIRS IN VERMONT IN 1926

Rutland, Vt., May 13.—The following dates have been fixed upon for Vermont fairs in 1926, each having an automobile show, with Rutland by far the largest:—Addison County Fair, Middlebury, August 17-20; Caledonia County Fair, St. Johnsbury, August 17-20; Twin State Fair, White River Junction, August 20-27; Lamoille Valley Fair, Morrisville, August 24-27; Champlain Valley Exposition, Essex Junction, August 31 to September 4; Orleans County Fair, Barton, August 31 to September 2; Battenkill Valley Fair, Manchester Center, August 31 to September 1; Rutland Fair, September 6-11; Union Agricultural Society Fair, Tunbridge, September 21-23.

GUESTS OF EWALD
Detroit, May 13.—Members of the Detroit organization of Campbell-Ewald Company will be the guests of President H. T. Ewald

this evening, when a moonlight excursion on the steamer Put-in-Bay will form the entertainment. The boat leaves the foot of 1st Street at 8:30, returning at 11:30.

FOUNDERS OF THE PNEUMATIC TIRE INDUSTRY

**DUNLOP
TIRES**

TO DEALERS
Your protected Dunlop territory may still be open. Write today.
DUNLOP TIRE & RUBBER CO.
Buffalo, N. Y.

69% - 95%

30% - 20%

UP-UP-UP

**Sales of Star Cars are
growing, month by
month, and Star Car
Dealers are growing
with them.**

MORE POWER and SUPERIOR QUALITY

Low-cost Transportation

Star Cars

DURANT MOTORS, INC., General Sales Dept., 1819 Bway., New York City

New Car Sales Improve With Better Weather

Chicago, May 13.—Following a short period of quiet business, new car dealers here swung into their best spring trade during the past week, with sales registering a high mark all along Auto Row.

Ascribing the sales impetus to the continued sunshine, G. V. O. of the local Willis-Overland distributorship declared that after a brief depression because of limited production Willis-Overland dealers were again reaching the sales point where wholesale and retail sales were equalized. "There is no doubt that retailers will soon be reducing their stock," he said. "Up to now we have been handicapped by the fact that we have not had adequate production of our best selling model, the new Willis-Knight midweight six. Now that production has caught up, dealer sales are steadily increasing."

Z. B. Dimond of the Cadillac Company predicts very good sales for the month of May. "Business was pretty quiet last week," he said, "though our total sales for April were 50 per cent. higher than the sales for April of last year."

The Nash dealers who scored the greatest month in the history of their organization in April were highly optimistic. "Both new and used cars have been selling splendidly," said R. Wolfe, sales manager, "and we expect to keep up the good work during the coming weeks."

WACO

Waco, Tex., May 13.—Continued acceleration of the "prosperity boom" that is visiting all parts of the Southwest and especially Texas was reflected in the upward trend of new and used car sales during the past week.

Especially is the increase noticeable in the volume of new car sales. Fords maintain their lead, but they are being hard pushed by Chevrolets, Buicks and Dodges, all of which have live distributors in the Waco Chevrolet Company, the McDermott Motor Company and the Central Motor Company, respectively.

Summer weather has caused the pendulum of popularity to swing back to the open models. The coaches and coupes which led during the winter now must take second place.

Used car sales do not keep up with the activity so noticeable on the new car market. In some parts of Texas the situation has become acute.

CHRYSLER DISTRIBUTOR CHANGES SALES FORCE

San Francisco, May 13 (U. T. P. S.).—Following expansion plans because of increased sales, George Campe, local Chrysler distributor, has announced several changes in his sales force.

Ray Brouillet, who has a brilliant record as an automobile sales executive on the Pacific Coast, has been named sales manager. J. H. Cory has been added to the staff as his assistant. J. H. Martin has been promoted to director of sales of the Chrysler Imperial. C. C. Welch, retail sales manager, becomes director of advertising and publicity. Campe has also opened a new branch at 1480 Market St. for sale of new and used cars.

PEERLESS POINTERS MAY BE AID TO SALESMEN

Cleveland, May 13.—Here are some good "Peerless Pointers" which might help any automobile salesman:

Cultivate the acquaintance of the real estate man selling property in the suburbs. He can give you the names of his buyers who will require an automobile to carry them to and from their new homes. One-half of the families in the United States do not own automobiles. This should be remembered by the automobile salesman who have read so many statistics on the enormous number of automobiles sold that he believes all yet remaining is the replacement trade.

New Dealers

STAR-DURANT

New York, May 13.—The following automobile merchants have recently taken over the sale of Star products:

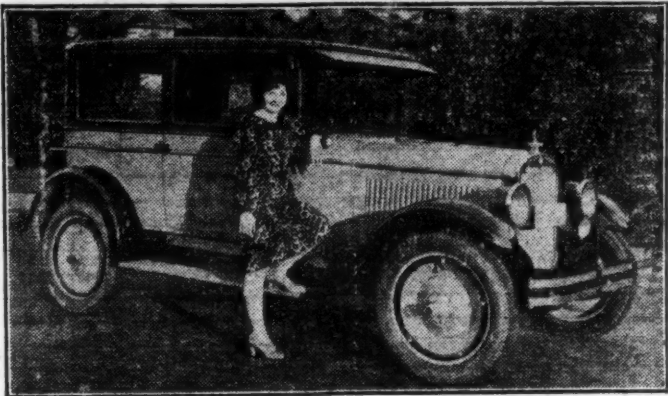
Lenz Garage, Elberta, Ala.; Joseph A. Peavoy and N. Soars, Peace River, Alberta; A. J. Boasfield, MacGregor, Man.; Drummond & Hodgson, Roland, Man.; J. L. Guinan, St. Pierre, Man.; J. Mulligan, Grandview, Man.; Levi Beck, Yorkton, Sask.; Clark & Swistun, Krydor, Sask.; Ray Eldred, Lockwood, Sask.; A. Kalmakoff, Kamack, Sask.; Kirkaldie Garage, Ltd., Swift Current, Sask.
Stalaker Motor Company, Haines City, Fla.; McKenzie-Pokes Auto Company, Montezuma, Ga.; Pekor Motor Company, Columbus, Ga.; Service Garage of Lincoln, Inc., Lincoln, Ill.; White-House Garage, Harrisburg, Ill.; Copher Motor Sales, Elwood, Ind.; W. G. Reister Sales Company, Washington, Ind.; W. J. Stammer, Casey, Ga.; Kinsinger Bros., Ness City, Kan.; Severance Auto Company, Sevier, Kan.; Princess Anne Motor Company, Princess Anne, Md.; Short's Garage, Taunton, Mass.; Harold L. Richards, Crystal Falls, Mich.; Fred Satterlee, Dearborn, Mich.; Wandura & Mixa, Montgomery, Minn.; Charles J. Wolf, Clinton, Mo.; Hart-Star Company, Fremont, Neb.; Maple Motor Company, Ridgewood, N. J.; Middlesex Star Motor Company, New Brunswick, N. J.

R. M. Rightmeyer, Hudson, N. Y.; Park Ernsberger, Mansfield, O.; Neil's Garage, E. Lincoln Way, Lisbon, O.; Smith Sales and Service, Montpelier, O.; Carter & Gill Motor Company, Woodward, Okla.; Hughes County Motor Company, Holdenville, Okla.; Varner Star Motor Company, Okmulgee, Okla.; Grubb Miller Motor Company, Lebanon, Pa.; Tretheway Motor Company, Parsons, Pa.; Crutchfield Motor Company, Bamburg, S. D.; Prince George Motor Company, Hopewell, Va.; Meredith Garage, Cottageville, W. Va.; Curry Motor Company, Oshkosh, Wis.; E. G. Damrow, Spencer, Wis.; Waupaca Lumber Company, Waupaca, Wis.; Service Garage, Wexford, Wyo.

DEALER NAME CHANGED

Los Angeles, May 13.—Operated for years as the Southwest Motors, distributor of Gardner cars, and owned by Harold L. Arnold, Lincoln dealer, the concern will hereafter operate as Harold L. Arnold. While Mr. Arnold has always owned Southwest Motors, certain clauses in his contracts have prevented him, prior to this time, from using his name in connection with the sale of Gardner cars.

AN ACTRESS'S FAVORITE. Merna Kennedy, new leading lady of the famous comedian, who likes her Oldsmobile de luxe coach, second only to her work as support to Charles Chaplin. She uses her coach daily in going to and from location.



PONTIAC IN TEST TO OPERATE TILL MAY 30

Chicago, May 13.—A standard Pontiac coach is undergoing a unique test in the showrooms of the Chicago branches of Community Motors, Inc. The wheels have been lifted from the floor, the exhaust has been piped to the open air, and to add a bit of interest, the speedometer has been covered and sealed. Visitors are finding amusement in guessing the mileage that will show on the speedometer at the end of thirty days.

In a similar test in Detroit a few weeks ago the reading was 13,563.3 miles. The demonstration will end at the branch on the row, 2426 Michigan Ave., on the evening of May 30. H. A. Wehmeler, vice-president and general manager of Community Motors, is conducting the test.

TO CLOSE SUNDAYS

Canton, O., May 13.—Effective immediately, all auto dealers of Canton will close their places of business Sundays.

DEALER CHARGES \$100 FOR USED CAR DEAL

Rochester, N. Y., May 13.—A fixed price of \$100 per car has been set by the Addison-Rickenbacker Company, Rochester Rickenbacker dealer, for handling used cars taken in trade. The prospective buyer is told that the price of \$100 is added to used cars sold by the firm if he wishes to trade in his old car on the newer used machine. If he sells his old car through his own efforts he benefits to the amount of the \$100.

According to the firm, experience has shown that it cost about \$100 to sell a used car, and it is believed that if the dealer is to prosper or even to stay in business this expense must be met. Explanation of the circumstances to the prospect usually results in understanding and mutual agreement in the fairness of the proposition.

SALES CONCERNS EXPAND IN MONTREAL DISTRICT

Montreal, May 13.—Clermont Motors, distributors here for Pontiac cars, has opened a showroom and service station in the Arena Garage, 4099 St. Catherine street west, under the management of N. H. Smith, Arthur Bruneau has been appointed sales manager.

Modern Motor Sales, Limited, distributor for Rickenbacker cars, has opened additional salesrooms at 3421 Park avenue, near Sherbrooke.

Eastern Motors, Limited, handling Chrysler cars, moved next door in the old White Truck Building.

Moreland Motors, Chandler, Oldsmobile and Oakland dealer is now located in temporary quarters at the Forum Building.

McLaughlin Motor Car Company is now installed in the new modern building at the corner of Guy and St. Catherine.

Chevrolet Motor will take over the old McLaughlin showrooms.

Legare Automobile and Supply Company has also opened additional west end showrooms in the new motor row at Guy and St. Catherine Street West.

CHEVROLET SALES GAIN

Oakland, Cal., May 13.—F. N. Coats, regional sales manager in charge of the Chevrolet factory here, has stopped over in the Pacific Northwest on his way back from a general conference of regional sales managers in Detroit. A car shortage resulting from the heavy sales of an open winter follows the biggest winter and spring Chevrolet dealers of Oregon and Washington have ever had. Coats will make a survey in an attempt to gauge dealer requirements for the coming quarter. The executive will return here about May 15.

NEW SUB-DEALERS

Toledo, May 13.—Perry E. Bondy, head of the Perry E. Bondy Company, Kissel and Star distributor, has opened two new sub-dealerships in Toledo. One is at 601 Broadway and the other at Bancroft and Detroit.

for Economical Transportation



The new Chevrolet Sales Manual, "Selling Chevrolets" is the greatest volume of its kind in the automotive world today! Containing specific answers to practically every sales objection—illustrating in words and pictures the proved ways of increasing sales, this remarkable book is one of Chevrolet's greatest selling contributions to Chevrolet dealers and salesmen.

CHEVROLET MOTOR COMPANY, DETROIT, MICH.

Division of General Motors Corporation

Touring	\$510	Coach	\$645	1/2-Ton Truck	\$395
Roadster	510	Sedan	735	(Chassis Only)	
Coupe	645	Landau	765	1-Ton Truck	550
				(Chassis Only)	

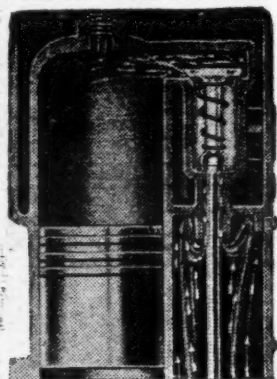
All Prices f. o. b. Flint, Mich.

Q U A L I T Y A T L O W C O S T

New Automotive Equipment

This department is devoted to the newest developments in automobile accessories, replacement parts and shop equipment. Its columns are open to manufacturers, who are invited to submit descriptions and illustrations of their latest products.

VALVE STEM PACKING



A new device for packing the intake valve stems to prevent air from leaking into the combustion chamber, destroying the balance of the mixture supplied by the carburetor, has been placed on the market by the Lindblom Auto Parts Company, 4003 Michigan Ave., Chicago. The device is said to aid

WINDSHIELD WIPERS



The McConnell Manufacturing Company, Newark, N. J., is marketing a utility model electric windshield wiper, which is said to be easily installed and works direct from the battery, using less than the current required for a headlight bulb while at the same time insuring even operation. The cleaner, it is claimed, may also be operated by hand when desired.

They are priced from \$6.50 to \$7 each.

In starting, give quick response to the accelerator, and do away with vibration.

They are priced at \$1 per packing.

FEBRUARY, 1926, NEW COMMERCIAL CAR REGISTRATIONS

The figures shown in this table are compiled by R. L. Polk & Co. of Detroit. Figures of missing states are not available at present.

States	Acme	Autocar	Brock-way	Chev- rolet	Com- merce	Dia- mond-T	Dodge	Federal	Ford	Garford	Graham Brothers	G. M. C.	Indiana	Inter- national	Mack	Mason	Over- land	Pierce- Arrow	Reo	Republic	Ruggles	Selden	Service	Star	Sterling	Stewart	White	Miscel- laneous	Totals	States	
Alabama				11			8	1	265		10			6					2								2	2	307	Alabama	
Arkansas				35			13	3	356		5		1	2			9		1	1				1			1	2	430	Arkansas	
California		13		152			246	32	400	1	143	25	1	13	46				59	2	1				8	8	39	135	1324	California	
Colorado				20			6		72		14	1		9	1				6								1	8	138	Colorado	
Delaware				14			5		57		1			1			2		4									1	85	Delaware	
Florida		2		43			29	7	861		68	3	35	51	25				24	1	27						17	23	1216	Florida	
Idaho				32			18		37	1	6	3		3	9		1		3	2				1			3	1	120	Idaho	
Illinois		21		183		108	185	47	770	4	57	45	21	177	45		3	3	53	6			3	1	14	5	34	195	1981	Illinois	
Indiana		8		65		3	37	15	545		36	8	7	47	12				46							9	10	42	890	Indiana	
Iowa				96		2	21	4	242		29			33	3				14	3	1							8	456	Iowa	
Kansas				22	1		16		214		7	5		7			2		2								1	3	286	Kansas	
Kentucky		1		45			41	2	262		25	2	2	25	3				24	1							6	30	469	Kentucky	
Louisiana				25			22	4	307		17	8	1	19	3				5	3							14	6	434	Louisiana	
Maine				3			5		23		2								5									1	39	Maine	
Maryland		2	8	1	32	2	18	5	198		10	7		10	8		2		32	1				1	3		8	5	353	Maryland	
Mass'etts		10	14	17			42	2	194		23			6	12		1	2	44		1				3	4	18	7	390	Massachusetts	
Michigan	3	3		95	8	1	58	34	693		43	14		25	9		7	2	57	2	4			2			18	58	1131	Michigan	
Minnesota				109			32	8	404	3	26	1		26	11				17	1							8	16	662	Minnesota	
Missouri		4		91		13	51	12	655	1	43	13	6	54	28		5	1	18	7					2	33	71	1108	Missouri		
Montana				23			12		65		5	1		2					1										109	Montana	
N. Hamp.				4			10		23		8		1	3	1		1		2									2	55	N. Hampshire	
New York	3	36	44	197	2	12	246	22	897	7	91	14		44	174		21	19	108	2		19		2	4	9	73	62	2108	New York	
N. Carolina	1			25		1	18		283		42	6		6					7	4							7	10	410	No. Carolina	
Ohio	2	1		65			67	9	284	8	26	5	1	28	14				43	2	1				2	2	35	47	642	Ohio	
Oklahoma				19			4		113		12			1	1				2										152	Oklahoma	
Oregon				17			4		97		11	2		5	6	1			3								6	9	161	Oregon	
Pennsyl.	3	48	21	189	2	4	233	22	558	13	135	19	3	46	41	13	13	5	70	9	1	2		2	9	16	70	56	1603	Pennsylvania	
Rh. Island		4		5			14	1	45			1		3	2		1		7								7	5	95	Rhode Island	
S. Carolina				6			5		185		3			1	1											1			202	So. Carolina	
Texas		2		132		1	30	2	633	1	28	8	3	34	18				27	1	1					1	16	31	969	Texas	
Utah				3			11		24		8	1		4	1				3									2	57	Utah	
Vermont				1			4		4		2	1		5					2								1	3	23	Vermont	
Virginia	1	3		68			6	5	541	10	56	2		18	5				19	8	7				1	3	18	12	783	Virginia	
Wash'gton				33			27	1	153	1	9	1		1	11		1		5									9	13	265	Washington
W. Virginia				13			15	1	82		8	2	1	3	1		2	1	5								3	4	141	West Virginia	
Wisconsin		1		103		2	33	13	516	6	30	3		20	10				9	26		1		1	5	7	8	16	810	Wisconsin	
Wyoming				6			2		16		5																		29	Wyoming	
Dis. of Col.		1		4			7		53		3			8					2								1		79	Dis. of Col.	
Total...	15	166	71	2002	10	147	1597	256	11118	56	1047	200	83	741	506	14	80	33	748	56	45	21	3	11	36	67	462	776	20,506	Total	

MARCH, 1926, NEW COMMERCIAL CAR REGISTRATIONS

The figures shown in this table are compiled by R. L. Polk & Co. of Detroit. Figures of missing states are not available at present.

States	Acme	Autocar	Brock-way	Chev-rolet	Com-merce	Dia-mond-T	Dodge	Federal	Ford	Garford	Graham Brothers	G. M. C.	Indiana	Inter-national	Mack	Mason	Over-land	Pierce-Arrow	Reo	Republic	Ruggles	Selden	Service	Star	Sterling	Stewart	White	Miscel-laneous	Totals	States	
Alabama				13			4	6	150		5			3	2					3								3		189	Alabama
Arkansas				42		2	12	7	495		7			14	1				1	2							6	7	596	Arkansas	
California		18		199		2	221	57	536	1	195	27	5	22	78				75	4	3				4		69	138	1654	California	
Delaware		2		18			5	1	60		6	1		3					9								5	1	111	Delaware	
Florida		6		148			56	28	1516		128	6	35	63	41				49	5	23						25	48	2177	Florida	
Idaho				34			9		59		10			7					4								1	2	126	Idaho	
Illinois		13		222		75	174	19	1011	7	56	10	13	416	46		10	1	67	9				1	7	1	38	153	2040	Illinois	
Iowa				123			13	6	270		38	2		38	2				22									7	521	Iowa	
Kansas				53		1	19	1	332		10		3	18	2				3	1								11	454	Kansas	
Maine				6			5		43		6			2	2				5									2	71	Maine	
Maryland		7	1	70			30	10	281		39	7	1	15	31				24	1	2	1					19	10	549	Maryland	
Michigan	2	5		163		3	106	49	1095		72	18		40	29				60	2	6						13	81	1744	Michigan	
Minnesota				132			38	2	398	4	45	10		19	7				27	1							9	12	704	Minnesota	
Missouri		14		229		29	121	45	1243	4	96	20	13	84	24				44	1						5	33	82	2087	Missouri	
Montana				32			19		85		15	1		4	3				5								2	2	168	Montana	
N. Hamp.				13			20	1	64		9				2				14							1		3	127	N. Hampshire	
N. Mexico				15			14		43		5			2					2									1	82	New Mexico	
Pennsy.	12	69	34	341		8	353	47	956	14	237	26	15	89	79				135	5	3	4			19	27	80	160	2713	Pennsylvania	
Rh. Island		7		25			47	1	104		6			4	3				20		4						1	7	7	236	Rhode Island
S. Carolina				29			7		192		9	1		5	2				1	1							1		248	S. Carolina	
Utah				12			19		55		12	1		5	2				3								1	6	116	Utah	
Virginia	2	3		57			8		340	3	54	2		17	3				6		2					1	10	12	520	Virginia	
Wash'gton				66			26	2	255	3	25	8		6	8				7								22	18	446	Washington	
Wisconsin		1		142		12	54	20	709	5	32	2		29	8				28	1	5				5	9	3	38	1103	Wisconsin	
Wyoming				9			14		38		6			2															69	Wyoming	
Dis. of Col.		1		7			15	1	88		5		1	1	3				3	1								3	15	144	Dis. of Col
Total . . .	16	146	112	2122	7	151	1382	366	10363	41	1128	142	88	606	378	7	10	4	611	37	48	5	1	7	35	46	349	816	18,995	Total	

*January and February registrations included. †Returns not in.

Tire Business Improves Slowly for Tire Dealers

BUFFALO, N. Y., May 13.—Despite unfavorable weather throughout the greater portion of the month of April tire sales here ran ahead of the volume for the same month a year ago, reports from many dealers show.

Only in a few instances have dealers reported sales just about on a par with a year ago, and these dealers are of the opinion that they will more than make up for it as weather improves and automobile owners begin shopping for tires.

Retailers and jobbers along automobile row have done a satisfactory April business and are optimistic in their outlook for May sales. It might be concluded, however, that shopping has not begun in earnest, since dealers in the community sections taking care of immediate needs of owners of heavy cars have done a business much greater than March, and also greater than the same month a year ago. Unlike the passenger car owner, these buyers are not swayed by the weather, and the nearest dealer gets his business.

TOLEDO

Toledo, May 13.—The past week has been a better one for the tire merchants of Toledo and vicinity in both the retail and wholesale business; better than previous weeks in business volume and ahead of the same week of a year ago.

Movement of hundreds of used cars has had a stimulating effect on tire sales. A number of dealers say that used car sales have boosted the sale of cords especially, and has helped the sale of balloons some. Heavy movement of used cars always brings tire business, for the rubber on these cars is not always good, and quick replenishing follows naturally.

John Gillespie of the Gillespie, Curtin and Alter Company, has had a splendid business in new Goodyear tires, both to the passenger car customers and the commercial truck and fleet owners. "Our business is 50 per cent. ahead of the same period last year," he said. Jay Isaacson of the Toledo Tire Corporation reports a big week, and he attributes the used car as the greatest single factor in producing what he says is a business volume 33 1-3 per cent. greater than previous weeks and much ahead of a year ago.

WACO

Waco, Tex., May 13.—Good spring business and beautiful weather were two of the reasons that tire sales in central Texas for the week ended May 5 showed an increase over the preceding seven days.

The Hicks Rubber Company, with its large wholesale and retail stores, easily maintained a lead locally. The Dayton and Diamond tires of this establishment being sold out rapidly.

Balloons were selling best at the Brown Tire Company, which handles Goodyears. However, there seems to be a slowing up in the balloon demand.

Tubes are bringing good prices, and the demand for them practically correlates with the demand for tires. Cords are by far the best sellers.

PORTLAND, ORE.

Portland, Ore., May 13.—The demand for tires here recently showed an increase of about 20 per cent., according to sales reports given out by prominent tire dealers in the city. The fine weather is credited with being partly the cause for the larger number of sales.

People are already beginning to take week-end holidays since the fishing season opened up on April 15. Then, too, some dealers are of the opinion that automobile owners have held off buying tires as long as possible, and accordingly an increased number of persons had to buy new ones.

LOS ANGELES

Los Angeles, May 13.—Dealers are most optimistic over the prospects for a big tire business during the next few months. Most of them are backing their optimism by carrying unusually large stocks. It is evident that quality will be a factor. Many cut-price, re-tread tire stores have locked their doors, while almost simultaneously the older concerns that have stuck to stan-

Taxi Assn. Will Ask Higher Rates

Chicago, May 13.—Following the increase in taxi rates by many of the cab companies of Europe, operators throughout the United States and Canada, it is reported here, are considering similar revisions.

At least the subject of tariff increases will form the chief topic of discussion at a meeting of the National Association of Taxicab Owners to be held in Chicago next week.

William E. McGuirk, president of the Yellow Taxi Corporation of New York, one of the biggest operators in America, has announced that his company and other big fleet owners of Manhattan increased their rates on May 1. "Many of the members of the National Association of Taxicab Owners report their operations are unprofitable at the present low rates," said Mr. McGuirk, who is treasurer and chairman of the executive board of the taxicab association.

The taxicab men will hold their session at the Hotel Sherman on May 17 and 18. W. W. Cloud of Baltimore, Md., president of the association, will preside.

FREIGHT CAR LOADINGS CONTINUE TO BE HEAVY

Washington, May 13.—Railway freight loadings continue at record making pace, carriers having handled 995,641 cars during the week ended May 1, an increase of 11,563 cars over a year ago and 82,091 above 1924, as well as 22,337 above the preceding week this year. Traffic during the first eighteen weeks exceeded by 221,500 cars, or 1.3 per cent., the estimate made early in March by the A. R. A.

Gains over the preceding week were miscellaneous freight up 17,302 cars, livestock 1,462 cars and ore 5,981, whereas grain traffic was 394 cars less, merchandise and l. c. l. 739, coal 959, forest products declined 133 cars and coke 183 cars less.

dard makes are opening one and two branches throughout the city.

Balloon tire sales constitute 50 per cent. of the sales with several tire dealers reporting. Heavy duty tires continue active, and will be big factors in the tire business, for several months at least, judging from the commercial and industrial activity throughout southern California.

Legitimate tire dealers continue shaving prices wherever possible, but there is no price sacrificing nor unfair competition among them. Several are increasing their advertising appropriation. Most of them are running, at least in part, locally written copy.

Logging Train Operated in Oregon



Portland, Ore., May 13.—Hauling logs by truck over mountain roads in the rainy season in southwestern Oregon has always been a problem. Rainfall in Coos and Curry counties approximates 72 inches annually, and there are barely 100 days in the year when trucks can be used with any degree of satisfaction.

The Western White Cedar Company, however, believes that it has solved the difficulty of operating in this section. The solution hinges on a flanged wheel and trailer outfit which operates on a pole road constructed by the company. The truck is a specially built 3 1/2 ton Mack unit.

A four-wheeled trailer is attached. Both the truck and the trailer have flanged wheels which keep the truck on the pole road with the steering wheel disconnected, allowing the driver to fix chains, etc., while the truck is moving backward, so that it will be ready for reloading upon its arrival at the spar tree.

A specially designed transmission with five speeds both forward and in reverse is another interesting feature of this logging truck, which runs at a speed varying around four or five miles an hour.

Building the pole road on which the truck runs from the woods to the river was inexpensive and the cost of maintaining the road is not at all prohibitive. The road is formed of poles laid lengthwise as rails and supported underneath by heavy cross-ties, which prevent the poles from slipping or rolling. Loads may be hauled any distance from the woods.

The grades over which the equipment runs are as much as 4 1/2 per cent. when the truck is loaded and 7 1/2 per cent. when empty. Unusually heavy loads have been hauled by this method, for while the average daily haul made in seven trips of one and three-quarter miles is 35,000 feet, as much as 8,711 feet have been hauled in a single load. The weight of a load of 8,000 feet may be figured when cedar averages seven pounds to the foot. This makes a weight of 56,000 pounds hauled on equipment weighing approximately 13,000 pounds.

CALIF. TRUCK OWNERS FAVOR COMMISSION

Los Angeles, May 13.—A round-table discussion as to whether or not truck operators should be governed by a commission similar to the Railroad Commission, at the quarterly meeting of the Truck Owners' Association of Southern California, disclosed the fact that most of the members were in favor of some such a commission.

It was pointed out at the meeting that the commission would fix rates and classify carriers, and insurance protecting the public would be compulsory. Also, all motor trucks would, at all times, be in proper operating condition. The chief objection was concerning fixed rates. The impossibility of having fixed rates equally applicable to hauling a trunk or the building of a huge dam was discussed. The probable solution would be the cost plus a certain per cent of fair profit.

CLEVELAND R. R. WILL BUY BUSES

Cleveland, May 13.—The Cleveland Railway Company is planning to spend \$3,000,000 for the purchase of more than 300 motor buses to round out its coach fleet.

A virtual halt has been called on extension of electric surface car lines here, and practically all future extensions will be made with motor coaches. All this has been determined since ratification by the city council of the company's new service-at-cost franchise which legalizes the use of motor coaches. Operations thus far have been under a gentlemen's agreement.

The company's bus program is believed to be one of the most extensive and ambitious under way in the United States.

One hundred of the new buses will be ordered within the next month for immediate extension of the municipal lines. Part of them will be double-deckers and the remainder single-deckers. All of the sixty single-deckers already in service here have been built by the White Motor Company. The double-deckers were the new model built by the St. Wheel Company of Philadelphia, headed by Charles M. Schwab.

FITS ALL MODELS

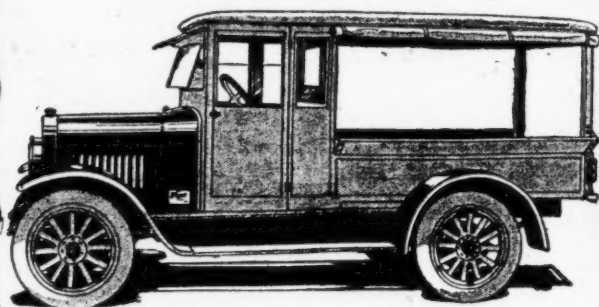
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Here's a cooling system that looks like "money from home" to those Ford owners who are starting their warm weather worrying. This Ford Water Pump is quickly installed. Sell it to them. List price, \$3.50.

Dealers Jobbers

Write for particulars.

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"Buddy" Stewart Has Caused A Stir in Truckdom

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1 1/4 Ton Speed Truck
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2 Ton, 2 1/2 Ton, 3 1/2-4 Ton
Also 18 and 25 Passenger Bus Chassis

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"Buddy" Stewart is a real 3/4 Ton Speed Truck at a popular price. All truck—not a converted passenger car, not a one-year truck. Good-looking, easy riding, easy steering, reliable and economical.

Throughout the world many 4, 6, 8, 10 and even 12 year old Stewarts are still on the road, proving every day the claim of owners and drivers that Stewart is "America's Greatest Truck Value."

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WISCONSIN Axles are known and recognized as standard throughout the world. Used under more than one hundred different makes of trucks, busses, coaches, railcars and tractors.

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Full-Floating

Semi-Floating

WISCONSIN PARTS CO.

Oshkosh, Wis.

Automotive Daily News

Of, By and For the Entire Automotive Industry"

Published Every Day Except Saturday and Sunday by
AUTOMOTIVE DAILY NEWS PUBLISHING CORPORATION,
25 City Hall Place, New York, N. Y.

Entered as second-class matter August 27, 1925, at the post office at New York, N. Y., under the Act of March 3, 1879.

O. J. Elder, President; George M. Slocum, Vice-President; G. L. Harrington, Treasurer; Alexander Johnston, Secretary.

FRIDAY, MAY 14, 1926

Advertising Headquarters—1926 Broadway, New York, N. Y. Telephone Trafalgar 4500.
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Address ALL advertising correspondence for New York office to 1926 Broadway, New York City.

Editorial Department—25 City Hall Place, New York, N. Y. Telephone Franklin 3900.
Alexander Johnston, Editor; Conrad J. Alexander, News Editor; Walter Boynton, Editor Detroit Bureau, Detroit, Mich. Contributing Editors: John C. Wetmore, Clyde Jennings.

SUBSCRIPTION RATES
United States and Possessions and Canada: One year, \$12.00. Six months, \$6.00. Single copies, 10 cents.
Foreign subscriptions: One year, \$16.00. Six months, \$7.50.

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Purchasing Power

WHEN Mr. Hohenzollern in 1914 decided that the propitious hour had struck for him to put into effect his charming and modest plan to become emperor of the world, he altered a great many things temporarily and a great many others permanently. He altered the standard of living for almost every country under the sun. Some of the alterations were for the worse, others were for the better.

To the United States the war's immediate effect was to bring an abnormal prosperity. We were called upon to supply the warring nations with a great many necessities of life that they were no longer able to produce. Money flowed into the United States in a steady stream and all classes of our people found themselves in possession of more money than they ever had had before. The inevitable result was to raise the standard of living. People began to buy more and better merchandise. Prices reacted to this new standard of living, and most of us remember the inflation that continued through the post-war period, until readjustment had partially deflated prices that were based on abnormal conditions. In spite of deflation, prices never have returned to the levels that obtained before the war, nor have wages and the standard of living.

As a matter of fact factory wages in the United States today are about two and a half times as large as they were in 1913. Farm wages are not quite as high relatively, but the National Automobile Chamber of Commerce in its 1926 Facts and Figures finds that they are today 220 in comparison with a base of 100 in 1913. This means that the average American has more than twice as much income as he had in 1913. Against this he must charge off the increased prices of most commodities that he needs or wants. This he must do in practically every case, EXCEPT when he buys a motor car, and then instead of a price advanced over that of 1913 he finds it lowered to 86.2 as compared with the 100 base.

This explains the tremendous growth in motor car buying. The purchaser here gets more for the dollar from his increased income instead of less. As long as this condition is maintained there need be no fear of a falling off in the volume of automotive purchases.

Million Car Producers

WE are so accustomed to production records by our automotive industry in this country that there is a temptation to grow blasé and accept it as a matter of course. The foreign automobile manufacturer who turns out the largest production of cars per year is Citroën, the Frenchman, with 60,000-odd in 1925. Many companies in the United States surpass that record, some of them times over.

Yet even to our accustomed ears, the news that two companies here have passed the million-per-year mark, brings something of astonishment. The Ford Motor Company last year turned out somewhat over 2,000,000 units and General Motors during the year which ended on May 8, 1926, built more than 1,000,000 motor cars and trucks. General Motors achievement is the more astonishing when we recollect that a number of its units are in the medium priced field and even in what may be called the higher priced class.

In a single year these two companies could build practically the same number of cars that are now in operation in the entire world outside the United States.

Speaking of by-products of the automotive industry, it is interesting to learn that 100 roadside markets in Maryland last year sold a total of \$267,000 worth of produce to passing motorists. During the same year 131 stands in New Jersey sold \$305,000 worth of commodities to passing travelers.

Our Own Automotive Family Album— The Boyhood Days of Our Industry's Leaders

By Kessler



VICTOR R. LARSON, ADVERTISING MANAGER, OF A. SCHRADER'S SONS, OF BROOKLYN, DIDN'T DREAM OF ADVERTISING WHEN HE WAS A BOY IN THE OZARKS OF ARKANSAS.

NEW TRAFFIC LAWS HAMPER LIGHT CAR

Say New Developments Are Likely to Lessen Congestion

New York, May 13.—Legislation such as that recently passed in Wisconsin, placing the maximum speed of cars on the highways at 40 miles an hour and the minimum at 25 miles an hour, is placing a severe handicap on light cars, say men in the automotive industry. The new agitation for a great, nation-wide speed law, allowing 45 miles an hour on specially laid out main line arteries, or on highways where stop limitations are placed at all entering streets, will add to this, and many light cars will be unable to maintain the desirable averages for any length of time.

These laws are, they say, apparently aimed to offset the long, tedious parades, especially on Sundays, where great lines of cars, stretching for miles, are moving at an average speed of 10 to 15 miles an hour.

In a measure it is claimed they indicate an approximation of the European idea of speed on the highways, where much higher average rates are maintained than is the case here, despite the far greater general use of motor cars in this country than in the European countries. It is not unlikely that they will result in a new type of small car on the European pattern.

It is the contention of highway engineers, as well as of motor car engineers, that something besides highway legislation will be necessary before we can approach the average speed at which European traffic moves.

During the past two years, it is pointed out, there has been a pronounced tendency on the part of American builders of motor cars to lighten the weight of their products, to speed up the motors and to develop greater powers of acceleration.

Most of this work has been done on cars which represent only about 40 per cent. of the total number

of cars in use. The great 50 per cent. which is formed by the small cars has shown little advance along these lines, according to engineers, and the next great step here to be taken by manufacturers of this type of vehicle.

It is generally known that certain of the larger manufacturers are already at work upon advanced types of small, light cars, fashioned somewhat along the lines which have been adopted by the better known English and French builders—and radical changes are anticipated during the balance of the year.

A small car, of what may be termed short wheelbase, with the speed and endurance of the larger cars, short turning radius, and quick acceleration ability, able to negotiate our ideas of hills on high gear, it is said, may be looked forward to as a real factor in the solution of our road congestion.

One experimental car of this nature, it is asserted, on a 270 mile trip through Michigan, Indiana and Illinois maintained a road average of better than 35 miles an hour, despite the fact

that several populous cities were traversed and the drive was made on a Saturday, when the road traffic was heavy.

This car, it is also asserted, was driven at 60 miles an hour with all the feeling of stability and security sensed in large cars. Further, it is said, it was driven up steep hills without faltering in high gear.

The car, they say, was equipped with a four-cylinder motor of small bore and long stroke, turning over at high speed. Yet the car, it is asserted, was as free from vibration as the majority of six-cylinder cars, and at ranges of from 30 to 40 miles an hour was as sooth a running power plant as any one would want to ride behind. At its maximum speed, they say, it showed no indication of stress or strain.

CORRECTION

In our issue of May 13, a typographical error listed William C. Durant as Walter C. Durant, a mistake which it would seem Mr. Durant's national fame would make almost impossible.

Coming Automotive Events

MAY

- 15-16—Detroit, Mich. American Gear Manufacturers' Association, tenth annual convention, Book-Cadillac Hotel.
- 16-20—Geneva, Switzerland. Third Annual Automobile and Motorcycle Exposition.
- 21—Chicago, Ill. Automotive Manufacturers' Association meeting.
- 21-23—Los Angeles, Cal. Tenth annual Los Angeles-Curry Camp economy run.
- 25—Buenos Aires, Argentina. Argentine Rural Society, International Exhibition of Roads, Transport and Touring; Show Grounds, Palermo.
- 25—Lima, Peru. First Peruvian Automobile Show.
- 31—Indianapolis, Ind. 500-Mile race.
- 31—Pittsburgh, Pa. American Automobile Association race, Monongahela track.

JUNE

- 1-4—French Lick Springs, Ind. Semi-annual national meeting of the National Society of Automotive Engineers.
- 12—Altoona, Pa. American Automobile Association race.
- 7-12—Santa Monica, Cal. United States Good Roads Association, fourteenth annual convention.
- 7-12—Santa Monica, Cal. Bankhead National Highway Association, tenth annual convention.
- 7-12—Santa Monica, Cal. United States Good Roads Show.
- 8-10—Detroit, Mich. American Body Builders' Association, convention, Hotel Statler.
- 12-13—Le Mans, France. Rudge-Whitworth twenty-four-hour stock car race.
- 16-18—Philadelphia, Pa. Society of Industrial Engineers, thirteenth national convention, Bellevue-Stratford.
- 16-18—Montreal, Canada. Automotive Equipment Association meeting, Mount Royal Hotel.
- 20-25—Spokane, Wash. Washington Automotive Trades Association, annual convention.
- 25—Chicago, Ill. Automotive Manufacturers' Association meeting.
- 26—Laurel, Md. American Automobile Association race.
- 27—Marseille, France. French Grand Prix race, Miramas track.

JULY

- 5—Salem, N. H. American Automobile Association, race.
- 17—Atlantic City, N. J. American Automobile Association, race.
- 12-19—Fargo, N. Dakota. Automobile Show.

AUGUST

- 3-6—Denver, Cal. Denver Post, outdoor automobile show.

SEPTEMBER

- Milan, Italy. Fifth International Road Congress.
- Prague, Czechoslovakia. Automobile Show.
- 6—Altoona, Pa. American Automobile Association, race.
- 25—Salem, N. H. American Automobile Association, race.

OCTOBER

- 7-17—Paris, France. Automobile Salon at Grand Palais.
- 21-30—Olympia, London. Automobile Show.

Dealer Activities

GETS SALES SLOGAN FROM 13,000 ENTRIES

Los Angeles, May 13.—From thirteen thousand entries, S. G. Stephens, Willys - Knight and Overland dealer here and in Hollywood, received a suitable slogan: "Deal With Steve and Save Dollars." The winning slogan was submitted in a contest conducted by Mr. Stephens over the radio. It will be used in all Stephens advertisements and will be displayed on the tire cover of every car sold by the concern. The first prize was a new Overland car completely equipped. The 13,000 names will provide a live list of prospects to circularize and to call upon personally.

FORMER DEALER RUNS USED CAR STORE IN FREEPORT, ILL.

Freeport, Ill., May 13.—H. C. Montague, formerly Nash and Ajax dealer here, has opened a used car salesroom at 206-208 East Main St. The new firm will be known as Montague's Used Car Exchange.

FORD BUSINESS CHANGES HANDS AT MARINETTE, WIS.

Marinette, Wis., May 13.—The Ford dealership in this city known as Loren O. Robeck, Inc., has been purchased from Mr. Robeck by Charles G. Janson, owner of the Ford garage at Menominee, Mich., across the river. Mr. Janson's son Norman will conduct the Marinette garage.

BUYS DEALERSHIP FOR DAVIS CAR IN TOLEDO

Toledo, May 13.—J. H. Derickson has purchased the business of the Toledo Davis Motor Company, 2139-2141 Monroe St. Mr. Derick-

son will conduct the business under the same firm name and will handle Davis cars in Toledo and surrounding territory. He formerly conducted a motor truck and transportation bus line out of Luckey, O., for four years.

MONTHLY ENTERTAINMENT HELD BY CHICAGO DEALERS

Chicago, May 13.—Hesser & Soden, 1234 Morse Ave., Ford and Lincoln dealers, held monthly meetings at which the employees furnish the entire program of entertainment. The talent includes soloists, musicians, boxers, wrestlers, dancers, monologists and the

Hesser & Soden quartette. Joseph Hanley acts as master of ceremonies. Wives and sweethearts of the employees are asked to attend and dancing with orchestra music and refreshments follow the entertainment.

FORMS DEALERSHIP IN ALLIANCE, O., FOR CHRYSLER

Alliance, O., May 13.—Clarence L. Haines, formerly connected with the Motor Service Company, has just formed the Haines Motor Sales Company. The new concern will handle the complete Chrysler line.

USED CAR DEPT. OPENED BY ST. LOUIS DEALER

St. Louis, Mo., May 13.—A special used car department of the St. Louis Oliver-Cadillac Company has been established at 3333 Locust St., announces Karl Van Buskirk, manager.

IMPROVEMENTS

ACQUIRES MORE SPACE

Chicago, May 13.—The Illinois Motor Sales Corporation, 5300 Broadway, Nash and Ajax dealer, has just taken over the building at 5308-10 Broadway, formerly occupied by the Uptown Motors, and immediately adjoining its present quarters. The company now has 15,775 square feet. J. C. LeDuc is vice-president and general manager of the company.

USED CAR FIRM BUILDS

Porterville, Cal., May 13.—A modern brick garage building has been constructed on South Main Street, near Olive, by Holden & Martin, dealers in second-hand cars.

NEW ACCESSORY HOME

Albany, N. Y., May 13.—H. S. Braun, accessories dealer, has moved into new quarters at the southwest corner of Broadway and

Hudson Avenue. The Braun store carries full lines of automobile accessories, radio sets, parts and supplies, and Miller tires, and has a vulcanizing department.

MORE USED CAR SPACE

Chicago, May 13.—The Sullivan-Morgan Motor Sales Company, Hudson and Essex dealer, with main offices at 4701-05 Washington Boulevard, has been forced into larger used car quarters and has given up the store at 4442 West Madison St. and taken more commodious space at 4636 West Madison St. Parts and service will be included at the new quarters.

DEALER BUYS LAND

Akron, O., May 13.—It is announced by Louis Charvoz, president of the Summit Chevrolet Company, that this company has purchased the land adjoining its showrooms and will erect a modern garage and mercantile building. The purchase price for the lot,

Personal Items

DEALERS HONOR HAAS

Springfield, Ill., May 13.—Members of the Springfield Auto Dealers' Association gave a dinner Monday night in honor of R. W. Haas, retiring president of the organization, who has served in that capacity for five years. Frank Jennings, president, presented Mr. Haas with a carved gold-headed cane on behalf of the members. Mr. Haas was Springfield's oldest automobile merchant before selling out his Reo dealership here to Elbert S. Hatcher two weeks ago. He has been identified with the motor

industry for nearly twenty years and is one of the wealthiest men in the city of Springfield.

GLENN GOES TO AKRON

Akron, May 13.—W. Frank Glenn has just been appointed general manager of the Akron branch of the Towell Cadillac Company, which is distributor for the Cadillac car throughout most of Ohio. Mr. Glenn succeeds O. H. Lyle, who is now in business in Toledo. Mr. Glenn has been in the automobile business for twenty years. He was the Cadillac distributor in Cincinnati for many years. More recently he was in Miami, Fla., engaged in real estate development. He will move his family here within the next few weeks.

MCDONALD IN NEW POST

Spokane, Wash., May 13.—Frank J. McDonald has just been named sales manager of the used car department of Wallace Brothers, Studebaker distributor here. Mr. McDonald came to this firm from the Logan-Grant Company, where he was sales manager.

PEARSON TO CLEVELAND

Chicago, May 13.—Novel E. Pearson, former South Side representative of the Tennant Finance Corporation, has just been promoted to the position of general manager of the Cleveland branch of this company.

ST. JOHN SCORES IN SHOOT

Olympia, Wash., May 13.—A. C. St. John, president of St. John Motors, Chehalis, Wash., Ford and Lincoln dealer, and a widely known Pacific Northwest sportsman, stands second in individual score in the state-wide trapshooting championship contest now in progress. He will be a member of the Chehalis Gun Club team that will compete in the state shoot at Tacoma, May 21, 22 and 23.

Incorporations

NEW YORK

Albany, May 13.—New automotive concerns that have been granted incorporation charters by the secretary of state are: C. & N. Motors, Inc., Westchester, 100 acres no par value; deal in automobiles, general real estate business; William A. Callahan, 232 South 10th Ave., Mount Vernon; Marie J. Wilson and Emma H. Maher.

M. Zimmer & Co., Inc., Bronx, \$5,000; general trucking; Matilda Zimmer, Rosa Zimmer and Michael M. Zimmer, 990 Adams St., Bronx.

Graham Palace Garage, Inc., Brooklyn; \$20,000; garage; Samuel Gluckman, 87 Tompkins Ave.; Joe Finkelstein and H. Horowitz.

M. & M. Taxi Corporation, Brooklyn; \$1,000; operates automobiles, taxicabs; Daniel Mulder, 427 16th St.; M. Apelson and C. Baar.

N. S. G. Gasoline Stations, Inc., Bronx, \$10,000; gasoline and automobile accessories; Benjamin Gershtfeld, 520 East 165th St., Bronx; I. Newman and J. Sodar.

E. & S. Auto Service Station, Inc., Brooklyn, \$5,000; automobile storage, supplies; Samuel Karas, 209 West 111th St., New York; William Starr and Benjamin Green.

Rockoff Realty Corporation, Brooklyn, \$20,000; building houses, garages, real estate; R. and F. Rockoff, 445 East 10th St., Brooklyn, and V. Whitehorn.

Chadwick Taxi Corporation, New York county, \$10,000; operate motor vehicles; Karl Ginzburg, M. Samuels and R. Klugman, 19 West 44th St., New York city.

Newmont Garage, Inc., New York county, \$50,000; storage garage; J. Cohen, 2093 Davidson Ave., Bronx; R. Mayersohn and H. Cohan.

Ramp Realty Corporation, Manhattan, \$2,000; realty, garage; M. J. P. Jacobs, 524 Chester St., Long Beach; F. Starkman, B. Schmidt.

Fordington Motors, Inc., Clinton, Oneida county, 200 shares no par value; cars, garage; A. W. and William H. Ford and Howard L. Addington.

Nathanson Auto Exchange, Inc., Manhattan, 250 shares preferred stock, \$100 par value, and 100 shares common, no par value; garage; J. S. Anne and Abraham S. Nathanson, 1871 Broadway.

Blue Mountain-Fulton Chain Bus Lines, Inc., \$25,000; omnibus route Hamilton and Herkimer counties; Maurice Callahan, Old Forge; Dennis B. Moynihan, Glens Falls, and John Callahan, Raquette Lake.

Grand Auto Trucking Company, Inc., Kings county, \$25,000; transfer and express; Mike Juliano, 720 Lorimer St.; John and Frank Ferraro, 258 Humboldt St., Brooklyn.

W. & S. Taxi Corporation, New York county; \$2,000; taxicab business; Herman and Bory Weiss, 1076 Fox St., Bronx, and H. B. Schoenbrun.

Kaynes Motors, Inc., New York county; \$15,000; deal in motor vehicles; hacking business; L. C. Bonday, 14 West End Ave., and E. N. Kleinbaum and Louis Bleicher.

P. Moschiera & Son, Inc., Lawrence, Nassau county; \$20,000; general automobile business; Pascal Moschiera, Meadowmere Park; August Moschiera, Lawrence, and Bartolo Moschiera, Maple Road, Inwood Park.

Automatic Gauge Stick Corporation, Jamaica; 1,000 shares no par value; manufacturing automatic gauge sticks; Walter

Schnee, 45 Orchard St., Jamaica; Charles Schnee and Millard Gaddy.

International Durable Electric Heater Corporation, Buffalo; \$250,000; manufacturing electric devices, motors, machinery, appliances; J. W. Crews, Pittsford, N. Y.; Walter Clark and Albert J. Leitrick.

Greenfield Battery and Tire Service, Inc., New York city; \$20,000; automobile accessories; Louis Eisenberg, Irving Yeck and Harry Kriksteine, 2150 7th Ave., New York city.

Motor Supply and Jobbing Company, Inc., Brooklyn; \$20,000; automobile accessories; Sam Seaman, 555 Stone Ave., Brooklyn, and Sylvia Riemer and Nathaniel Seaman.

Manhattan Body Company, Inc., Manhattan; \$24,000; manufacturing wagons, automobiles; Charles V. W. Smith, 269 McLean Ave., Yonkers; Daniel Gross and Helyn King.

Wells & Castle, Inc., Middleport; \$20,000; manufacturing land vehicles and aircraft; N. M. Wells, H. I. Castle and D. R. Della, Middleport.

Henshaw Heights Garage, Inc., Manhattan, \$5,000; garage; D. H. Weltzner, 841 West 177th St.; Samuel Glassheim and Betty Teller.

Park Auto Sales, Inc., Floral Park, \$5,000; automobiles; H. E. Schenck, Locust Road, Roslyn; R. M. Butler and W. R. Klein.

Kaplan's West Side Auto Repair Company, Inc., Manhattan, \$5,000; repair automobiles and deal in upholstering fabrics; Leo and Samuel Levine, 1590 Boston Road, Bronx, and Ada Kaplan.

Owego Oil, Inc., Owego, \$25,000; gasoline stations; Fred Ford, Arthur B. Stiles and George M. Decker, Owego.

Berthill Realty Company, Inc., Brooklyn, \$20,000; real estate, garage; Mitchell and Fannie Whitman, 446 Madison St., Brooklyn, and Louis Whitman.

Apartment Garage, Inc., Buffalo, 1,000 shares preferred stock, \$100 par value, 1,000 shares common, no par value; garage and motor vehicle business; R. H. Hoffer, 219 Elmwood Avenue, Buffalo; H. J. Kelly and H. C. Winch.

E. Santini, Inc., Bronx, \$5,000; moving, trucking, carting; Rose Klugman, Hyma Weidenbaum and Salvia Criscillo, 19 West 44th St., New York city.

C. P. Garage Builders, Inc., College Point, Queens county; \$25,000; builders, general contractors, deal in automobiles; Albert Flubacher, 502 Ed Ave.; Philip Kraus and M. B. Brorstrom.

Wolf & Reinheimer, Inc., Bronx; \$5,000; deal in automobiles; Leo Reinheimer, 252 Wadsworth Ave., New York city; James Wolf and Ida Rosebhaus.

Ranger Trucking Corporation, Manhattan, 50 shares, no par value; trucking and express business; Joseph Kramer and Victor Rothmuller, 144 West 98th St., and J. T. Plant.

Dissolutions

Erie Service Company, Inc., Buffalo; Charleston Garage, Inc., Brooklyn; Rite Motors Corporation, Manhattan; Hupfel Garage Company, Inc., Bronx; John Street Garage, Inc., Yonkers.

Change in Name

Arvidson Tire Company, Inc., New York county, changed to Iowa Tire Sales Company, Inc.; Amthor Windshield Shop, Inc., Buffalo, to Buffalo Auto Glass Company, Inc.

Statement and Designation

Mot-Acs, Inc., Wilmington, Del., 25,000 shares no par value; manufacturing automobile parts; Leslie L. Steindler, president, New York office, 42 Broadway.

PACKARD IN ST. JOSEPH, MO.: The Automotive Daily News

"is very beneficial from a sales standpoint."



ESTABLISHED 1907

WOLFLEY AUTOMOBILE COMPANY

GENERAL FACTORY DISTRIBUTORS

EIGHTH AND CHARLES STREETS

TELEPHONE 6-2172

ST. JOSEPH, MO.

April 30, 1926.



Automotive Daily News,
25 City Hall Place,
New York City, N.Y.

Gentlemen :-

Kindly mail us twelve copies of April 27th issue.

We wish to compliment you very much on your Automotive Daily news as it furnishes late and up to date news on all motor manufacturers and it is very beneficial from a sales standpoint.

Thanking you in advance for your attention on the above request, we remain

Yours very truly,

WOLFLEY AUTOMOBILE CO.,

CDW/MAC.

By C. D. Wolfley.

Financial News of the Automotive Industry

FEDERAL TRUCK POSITION STRONG

Shipments Break Records for Four Consecutive Months

DETROIT, May 13.—Federal Motor Truck Company now has a cash balance of \$1,521,000, the largest in the company's history.

At the current rate of production, inventory is being turned over and a half times monthly, and by June 30 output and earnings will have attained very nearly the results shown for all of 1925, when production was 6,934 units and profits before taxes \$1,234,799.

For four consecutive months, shipments have broken previous monthly records. In April, 1,014 trucks were shipped, against 758 a year ago. April was the first month's total to pass 1,000. First quarter shipments were 2,031, against 1,596 a year ago.

For the four months, a gain of approximately 30 per cent. over the corresponding period in 1925 is shown. The factory is working seven days a week, some departments on night shifts. The May schedule is the same as that of April.

Federal earned \$507,243, after all charges, but before Federal taxes, the first quarter, against \$323,456 the first quarter of 1925. This was equal to \$2.22 a share on the 200,000 shares of capital stock, \$10 par, or \$1.02 more than the full year's dividend requirement. First quarter earnings last year were equivalent to \$1.41 a share. April net before taxes exceeded \$300,000.

During the last three years, Federal has organized twenty-four direct branches, fifteen of which were established in the last year. Except for \$475,000, these were all financed out of earnings.

Federal Motor Truck Company's productivity with relation to manpower, floor space or dollar investment, officials say, is the highest in the industry. Present plant comprises only 300,000 square feet of floor space, and output averages twenty-four trucks a man a year. Average for the industry is ten trucks a man.

With few alterations now under way, capacity will be increased to 1,200 trucks a month. A stamping division was installed this year, and the company is making all its own stampings. A cab and body division also was installed, which during the first four months turned out 750 units. This concentration of operations in the company's plants is adding materially to Federal's profits. The company plans eventually to build all its cabs and bodies.

BALANCE SHEET FOR BROOKS, LTD., IS OUT

Montreal, May 13.—The balance sheet of Brooks Steam Motors, Ltd., as of December 31, 1925, last shows total assets of \$1,980,789. Of this \$1,248,910 represents deferred charges and goodwill, etc., leaving \$731,879 to represent what may be regarded as actual assets. Deferred charges include incorporation, organization and general development expense. The company has been remodeling its steam automobile, and declares that many improvements have been made. Current assets amounting to \$427,414 include accounts receivable from automobiles shipped out, finished cars at the plant and parts.

Current liabilities amount to \$8,897. Bonds stand at \$45,000, preferred stock \$1,219,200 and common stock, no par value, is given at \$500,000.

Record Year Ahead, Is Belief of J. N. Willys

(Continued from Page 1)

double the best Willys-Knight production last year.

"Willys-Knight sales for the current quarter alone will exceed 30,000 cars, or 50 per cent. of the total 52,000 Willys-Knight sales for the entire year 1925, which was up to that time a record.

"Company will cash in handsomely this year on its faith in the intrinsic value of the Knight engine. Six cylinder production has shown an increase every month this year and sales for May will be the largest in history of the company.

"Prior to last year the company was handicapped on account of having only four cylinder motor cars. In January, 1925, the program providing for complete modernization of its product and of its manufacturing facilities was de-

termined upon which on account of its scope, necessarily involved an extended period to complete. The completion of this gigantic program which it was thought would require at least two years will be concluded before the end of this quarter.

"While carrying out this program we have successfully maintained manufacturing operations and this represents an achievement which we believe has never been equaled.

"Now we stand in the enviable position of having Willys-Knight production capacity doubled, as compared with last year, and a total capacity for all models 50 per cent. higher than last year. Along with increase in capacity we have made improvements in manufacturing that have resulted in greatly reduced costs.

Omnibus Corp. Reports Earnings

New York, May 13.—The Omnibus Corporation reports for year ended December 31, 1925, consolidated net income of \$793,011 after expenses and interest, equivalent after 8 per cent. preferred dividends to 14 cents a share earned on outstanding 595,210 no par common shares. This compares with \$554,138 or \$6.28 a share on \$8,817,239 preferred stock in 1924.

Fifth Avenue Bus Securities Corporation, controlled by the Omni-

bus Corporation reports for year ended December 31, 1925, net income of \$379,995, after expenses and taxes, equivalent to 64 cents a share earned on 590,129 no par shares of stock. This compares with \$302,501, or 51 cents a share on 589,450 outstanding shares in 1924.

Consolidated income account of Omnibus Corporation for 1925 compares as follows:—

	1925	1924
Total income	\$883,745	\$677,232
Expenses and interest	90,734	23,094
Net income	\$793,011	\$654,138
Preferred dividends	707,448	466,450
Surplus	\$85,563	\$87,688
P. & L. surplus	654,110	574,290

RANGE OF AUTOMOTIVE STOCKS

NEW YORK STOCK EXCHANGE									
Previous, 1926	High	Low	Div.	Sales	High	Low	Close	Net	Change
63 1/2	48 1/2	48 1/2	2	200	48 1/2	48 1/2	48 1/2	2	—
16	7 1/2	7 1/2	—	6,800	8 1/2	8 1/2	8 1/2	—	1/2
94 1/2	78 1/2	78 1/2	6	300	80 1/2	80 1/2	80 1/2	—	1/2
38 1/2	17	17	—	900	17 1/2	17 1/2	17 1/2	—	1/2
15 1/2	12 1/2	12 1/2	—	100	12 1/2	12 1/2	12 1/2	—	1/2
8 1/2	25	25	3	100	27 1/2	27 1/2	27 1/2	—	1 1/2
25 1/2	14	14	—	300	14	14	14	—	1/2
45 1/2	30 1/2	30 1/2	4	700	30 1/2	30 1/2	30 1/2	—	1/2
64 1/2	28 1/2	28 1/2	3	8,100	31 1/2	30 1/2	31 1/2	—	1/2
108	93	93	8	200	99 1/2	99 1/2	99 1/2	—	1/2
13	10 1/2	10 1/2	50	2,200	10 1/2	10 1/2	10 1/2	—	1/2
47 1/2	25 1/2	25 1/2	—	34,500	26 1/2	25 1/2	26 1/2	—	1/2
84 1/2	80 1/2	80 1/2	7	2,800	81 1/2	80 1/2	81 1/2	—	1/2
32 1/2	24 1/2	24 1/2	2	200	26 1/2	25 1/2	26 1/2	—	1/2
82 1/2	61 1/2	61 1/2	6.50	200	64	63 1/2	64	—	1/2
79 1/2	71 1/2	71 1/2	6	300	76 1/2	76 1/2	76 1/2	—	1/2
105 1/2	82 1/2	82 1/2	5	2,600	84 1/2	82 1/2	84 1/2	—	1/2
26 1/2	14 1/2	14 1/2	—	200	16 1/2	16 1/2	16 1/2	—	1/2
84 1/2	76 1/2	76 1/2	7	200	80	80	80	—	1/2
42	29 1/2	29 1/2	3.75	1,100	32 1/2	32 1/2	32 1/2	—	1 1/2
9 1/2	6 1/2	6 1/2	—	200	7	7	7	—	1/2
135 1/2	113 1/2	113 1/2	12	63,300	128 1/2	127 1/2	127 1/2	—	2 1/2
115 1/2	113 1/2	113 1/2	7	500	115 1/2	115 1/2	115 1/2	—	1/2
28 1/2	19 1/2	19 1/2	2	3,200	20 1/2	19 1/2	20 1/2	—	1/2
70 1/2	47 1/2	47 1/2	4	2,900	49 1/2	48 1/2	49 1/2	—	1/2
109 1/2	98 1/2	98 1/2	7	100	100 1/2	100 1/2	100 1/2	—	1/2
46	32 1/2	32 1/2	3.25	1,000	33	32	33	—	1/2
123 1/2	61	61	3	62,600	66 1/2	62 1/2	63 1/2	—	1 1/2
28 1/2	17	17	1	3,200	20 1/2	19 1/2	20 1/2	—	1/2
66	29 1/2	29 1/2	3	10,000	31 1/2	28 1/2	29 1/2	—	1/2
126	93	93	6	1,500	92 1/2	86	88	—	5
2 1/2	1 1/2	1 1/2	—	100	1 1/2	1 1/2	1 1/2	—	1/2
159	103 1/2	103 1/2	7	8,200	112 1/2	110 1/2	112 1/2	—	1 1/2
112	109 1/2	109 1/2	6	100	112	112	112	—	1 1/2
21 1/2	18	18	2	100	18	18	18	—	1/2
37 1/2	23 1/2	23 1/2	2	1,600	24 1/2	22 1/2	24 1/2	—	1 1/2
53 1/2	36	36	2.50	500	38 1/2	37 1/2	38 1/2	—	1 1/2
33 1/2	24 1/2	24 1/2	2	200	25	24 1/2	24 1/2	—	1/2
44 1/2	33 1/2	33 1/2	2	300	34	33	34	—	1/2
15 1/2	3	3	—	400	3 1/2	3 1/2	3 1/2	—	1/2
66	52	52	—	14,200	53 1/2	52 1/2	53 1/2	—	1/2
43 1/2	31 1/2	31 1/2	1.80	1,700	34 1/2	34	35 1/2	—	1 1/2
28 1/2	15	15	2	4,200	25 1/2	22 1/2	25 1/2	—	1 1/2
43 1/2	21 1/2	21 1/2	—	1,600	88	85 1/2	87 1/2	—	1 1/2
108 1/2	76 1/2	76 1/2	—	2,000	6 1/2	6 1/2	6 1/2	—	1/2
21 1/2	18 1/2	18 1/2	—	600	21	20 1/2	20 1/2	—	1/2
92 1/2	70 1/2	70 1/2	6	3,200	72 1/2	70 1/2	71	—	1 1/2
77 1/2	63 1/2	63 1/2	6	300	64	63 1/2	64	—	1/2
61 1/2	48 1/2	48 1/2	5	13,200	50 1/2	50 1/2	50 1/2	—	1 1/2
56 1/2	44 1/2	44 1/2	4	100	50 1/2	50 1/2	50 1/2	—	1 1/2
88 1/2	53 1/2	53 1/2	—	22,100	56 1/2	54 1/2	55	—	1 1/2
109	101 1/2	101 1/2	8	100	104	104	104	—	1 1/2
90	51 1/2	51 1/2	4	3,200	53 1/2	52 1/2	53 1/2	—	1 1/2
34	21	21	—	13,900	22 1/2	21 1/2	21 1/2	—	1 1/2
99	91 1/2	91 1/2	7	100	95	95	95	—	1 1/2
32 1/2	23 1/2	23 1/2	7.5	1,100	24 1/2	23 1/2	23 1/2	—	1 1/2
98 1/2	91 1/2	91 1/2	7	100	98	98	98	—	1 1/2

NEW YORK CURB MARKET									
Previous, 1926	High	Low	Last	Sales	High	Low	Last	Sales	High
13 1/2	5 1/2	5 1/2	49	400	6 1/2	6 1/2	5 1/2	6 1/2	40 1/2
10 1/2	4 1/2	4 1/2	48	200	7 1/2	7 1/2	6 1/2	7 1/2	40 1/2
45 1/2	32	32	1.20	600	40	40	40	40	40 1/2
100	97 1/2	97 1/2	7	20	98 1/2	97 1/2	97 1/2	97 1/2	40 1/2
40	29 1/2	29 1/2	—	1,000	31 1/2	30 1/2	30 1/2	30 1/2	40 1/2
159	130 1/2	130 1/2	1.20	100	20	20	20	20	40 1/2
11 1/2	6 1/2	6 1/2	—	100	6	6	6	6	40 1/2
9 1/2	3 1/2	3 1/2	—	1,500	3 1/2	3 1/2	3 1/2	3 1/2	40 1/2
37 1/2	19 1/2	19 1/2	—	300	20	20	20	20	40 1/2
21 1/2	12 1/2	12 1/2	—	100	14 1/2	14 1/2	14 1/2	14 1/2	40 1/2
17 1/2	9	9	—	500	16 1/2	16 1/2	16 1/2	16 1/2	40 1/2

CHICAGO									
Previous, 1926	High	Low	Last	Sales	High	Low	Last	Sales	High
4600	4600	4600	51 1/2	400	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
25	25	25	26 1/2	200	26 1/2	26 1/2	26 1/2	26 1/2	40 1/2
1030	1030	1030	19 1/2	20	19 1/2	19 1/2	19 1/2	19 1/2	40 1/2
500	500	500	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	40 1/2
400	400	400	20	20	20	20	20	20	40 1/2
3100	3100	3100	72 1/2	70 1/2	71 1/2	71 1/2	71 1/2	71 1/2	40 1/2
200	200	200	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	40 1/2
12	12	12	96	96	96	96	96	96	40 1/2
185	185	185	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	40 1/2

CLEVELAND									
Previous, 1926	High	Low	Last	Sales	High	Low	Last	Sales	High
4600	4600	4600	51 1/2	400	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
25	25	25	26 1/2	200	26 1/2	26 1/2	26 1/2	26 1/2	40 1/2
1030	1030	1030	19 1/2	20	19 1/2	19 1/2	19 1/2	19 1/2	40 1/2
500	500	500	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	40 1/2
400	400	400	20	20	20	20	20	20	40 1/2
3100	3100	3100	72 1/2	70 1/2	71 1/2	71 1/2	71 1/2	71 1/2	40 1/2
200	200	200	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	40 1/2
12	12	12	96	96	96	96	96	96	40 1/2
185	185	185	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	40 1/2

Heavy Selling on Rubber Exchange

New York, May 13.—Very heavy selling of rubber on the exchange and some pressure nearby in the outside market featured yesterday's trading. The news of the end of the British strike was the signal for heavy selling orders throughout the market.

On the exchange losses of about 100 points were the rule in the nearby positions. The outside market was off only about one-fourth of a cent, and nearby and not at all affected in the distant positions. Sales of May at 49 1/2 cents and later at 49 1/4 cents were reported outside. Sales of June at 49 cents and later at 48 1/2 cents were also heard. Beyond that there was little business.

RUBBER EXCHANGE OF NEW YORK			
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